

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing Of Claims:

1.-10. (Canceled)

11. (New) A safety system corresponding to an accident avoidance system and for a motor vehicle that includes at least one steering system and at least one brake system, comprising:

at least one detection unit for detecting internal and external conditions including vehicle parameters and a vehicle environment;

at least one evaluation unit, wherein:

the at least one evaluation unit compiles conditions detected by the at least one detection unit in the form of data and information,

the at least one evaluation unit evaluates the detected conditions with respect to a hazard potential,

the at least one evaluation unit determines from the data and information at least one driving variation corresponding to at least one of at least one avoidance trajectory and at least one automatic emergency braking action, and

when or after an operator of the motor vehicle initiates a driving maneuver corresponding to one of an avoidance maneuver and an emergency braking maneuver, the at least one evaluation unit specifies the driving maneuver in an optimized form corresponding to one of an optimal avoidance trajectory and the at least one automatic emergency braking action.

12. (New) The safety system as recited in Claim 11, wherein:

the steering system informs the operator of the optimal avoidance trajectory as at least one of:

one of an induced steering torque and an applied steering torque,

at least one haptic signal corresponding to one of at least one oscillation and at least one vibration, and

an induced additional steering angle implemented by superimposed steering.

13. (New) The safety system as recited in Claim 11, wherein in the event of danger corresponding to a high risk of collision, the evaluation unit at least one of:
 - sends at least one of an acoustic warning, a haptic warning, and a visual warning, and
 - triggers the automatic emergency braking if no other driving variation corresponding to an avoidance trajectory is available.
14. (New) The safety system as recited in Claim 11, wherein in the event of danger corresponding to a high risk of collision, the evaluation unit at least one of parameterizes, prepares, and activates at least one of the steering system, the brake system, and a chassis of the motor vehicle so that the handling characteristics of the motor vehicle are optimized for a driving maneuver to be performed by the operator corresponding to one of an avoidance maneuver and an emergency braking maneuver.
15. (New) A method for increasing safety by avoiding accidents in road traffic, comprising:
 - detecting internal and external conditions associated with parameters and an environment of a motor vehicle;
 - compiling the detected conditions in the form of data and information;
 - evaluating the detected conditions with respect to a hazard potential;
 - determining at least one driving variation associated with at least one of at least one avoidance trajectory and at least one automatic emergency braking from the data and information; and
 - one of during a driving maneuver and after the driving maneuver corresponding to one of an avoidance trajectory and an automatic emergency braking, specifying the driving maneuver in optimized form corresponding to one of an avoidance trajectory and an automatic emergency braking.
16. (New) The method as recited in Claim 15, further comprising:
 - informing wherein an operator of the motor vehicle of an optimal avoidance trajectory at least one of:
 - as one of an induced steering torque and an applied steering torque,
 - as at least one haptic signal corresponding to one of at least one oscillation and at least one vibration, and
 - as an induced additional steering angle implemented by superimposed steering.

17. (New) The method as recited in Claim 15, wherein in the event of danger corresponding to a high risk of collision, at least one of:
 - emitting at least one of at least one acoustic signal, at least one haptic signal, and at least one visual warning signal, and
 - triggering an automatic emergency braking if no other driving variation associated with an avoidance trajectory is available.
18. (New) The method as recited in Claim 15, wherein in the event of danger corresponding to an occurrence of an obstacle on a regular road surface, at least one avoidance trajectory is calculated both for a driving maneuver corresponding to an avoidance variation to the left as well as for a driving maneuver corresponding to an avoidance variation to the right that are optimal for the momentary situation.
19. (New) The method as recited in Claim 15, wherein in the event of danger corresponding to a high risk of collision, the evaluation unit at least one of parameterizes, prepares, and activates at least one of the steering system, the brake system, and a chassis of the motor vehicle so that the handling characteristics of the motor vehicle are optimized for a driving maneuver to be performed by the operator corresponding to one of an avoidance maneuver and an emergency braking maneuver.
20. (New) The method as recited in Claim 15, wherein the method is used in at least one driver assist system for increasing safety by avoiding accidents in traffic.
21. (New) The safety system as recited in Claim 11, wherein the safety system is used in at least one driver assist system for increasing safety by avoiding accidents in traffic.